



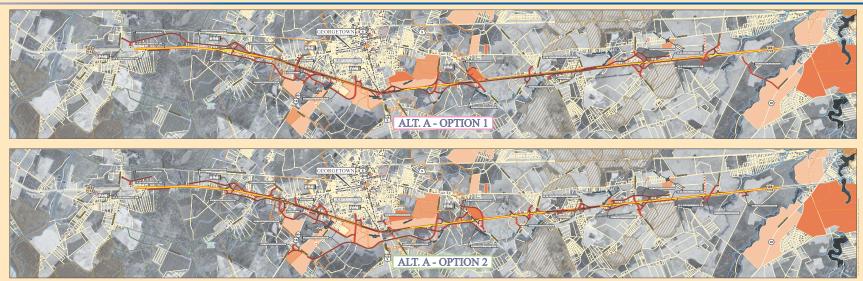
PRELIMINARY ON-ALIGNMENT ALTERNATIVES







113 US 113 North / South Study



Description of Alternatives

- Options 1 and 2 include upgrading existing US 113 to full control of access with grade separations at key intersections.
- Option 1:
 - Relocates SR 18/SR 404 to the north
 - Includes directional ramps to/from SR 404 west and US 113 south
 - Uses a system of frontage roads for access
 - Provides >1 mile access spacing south of US 9

Option 2:

- Connects SR 18/SR 404 to US 113 using a new access road west of US 113
- Uses that access road and a system of frontage roads for access
- Provides <1 mile access spacing south of US 9
- Option 3 adds one lane in each direction at grade.
 - Grade separations at SR 18/SR 404 and US 9
- All other existing signals will remain

 Public opinions:
 - East/west traffic is more of a problem than north/south traffic.
 - There is some support for alternatives that use Arrow Safety Road and Park Avenue to bypass Georgetown to the south.
 - On-alignment has some support, especially south of US 9.

Impact Comparison of Alternatives

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		Alternatives		
Considerations	No Build Alternative	A, opt. 1	A, opt. 2	A, opt. 3
Existing US 113 length (miles)	9.0	9.0	9.0	9.0
Proposed US 113 off-alignment length (miles)	0.0	0.0	0.0	0.0
Total length of alternative (miles)	9.0	9.0	9.0	9.0
Existing US 113 converted to service roads (miles)	0.0	2.9	1.3	0.0
Property Impacts				
Properties affected (numbers of)	0	238	266	26
Properties affected (total acres)	0	159	182	9
Access Rights				
Denial of Accesz (numbers of affected properties)	0	29	41	0
Residential		8	22	0
Agricultural		10	7	0
Commercial		11	12	0
Industrial		0	0	0
Modified Access (numbers of affected properties)	0	212	200	17
Residential		98	84	4
Agricultural		34	37	3
Commercial		77	76	10
Industrial		3	3	0

Environmental

Considerations	Alternative	A, opt. 1	A, opt. 2	A, opt.
Wetlands and Waters of the US				
Wellands (scree)	0	21	24	3
Waters of the US (linear feet)	0	7,700	10,700	1,800
Historic and Archeological Resources				
Number of Known Historic Buildings, Structures, Objects, and Districts	0	0	0	0
Number of Known Archeological Sites	0	0	0	0
Number of Potentially Historic Buildings, Structures, Objects, and Districts - currently being evaluated	0	57	38	11
Number of Potentially Significant Archeological Sites - currently being evaluated	0	18	6	2
Number of Cemeteries	0	3	3	0
Section 4(f) Properties				
Number of Publicly-Owned Parks and Recreation Areas	0	0	1	- 1
Number of Publicly-Owned Wildlife and Waterlowl Refuges	0	0	0	0
Number of Historic Properties - same as number of Known Historic Buildings, Structures, Objects and Districts (above)	0	0	0	0
Section 6(f) Properties				
Properties purchased by Land & Water Conservation Fund (UWCF) (number)	0	0	0	0
Area (acres)	0	0	0	0
Rare, Threatened and Endangered Species				
Potential Rare, Threatened and Endangered Species Areas (acres)	TBD	TBD	TBD	TBD
Other Considerations				
Agricultural Districts (Ten-Year) (number of properties)	0	0	0	0
(acres within properties)	0	0	0	0
Agricultural Preservation Essements (Permanent) (number of properties)	0	0	0	0
(acres within properties)	0	0	0	0
Forestland: 2002 Land Use (acres)	0	35	76	1
State Forest Lands	0	2	2	0

On-Alignment Conclusions

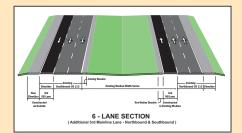
- Option 1 and 2 are similar in terms of resources.
- Preliminary review indicates that on-alignment option 3 does not meet long-term traffic and safety needs in the corridor.

Working Group Recommendations

ON-ALIGNMENT ALTERNATIVES

- The Working Group was unable to reach a consensus as far as making a recommendation to DelDOT regarding Alternatives A1 and A2. Therefore, the decision was made to retain both A1 and A2 for detailed study.
- There was consensus among the Working Group members to recommend to DelDOT that Alternative A3 (the third lane option) NOT be retained for detailed study.

ALT. A - OPTION 3









Grade Separation at US 9